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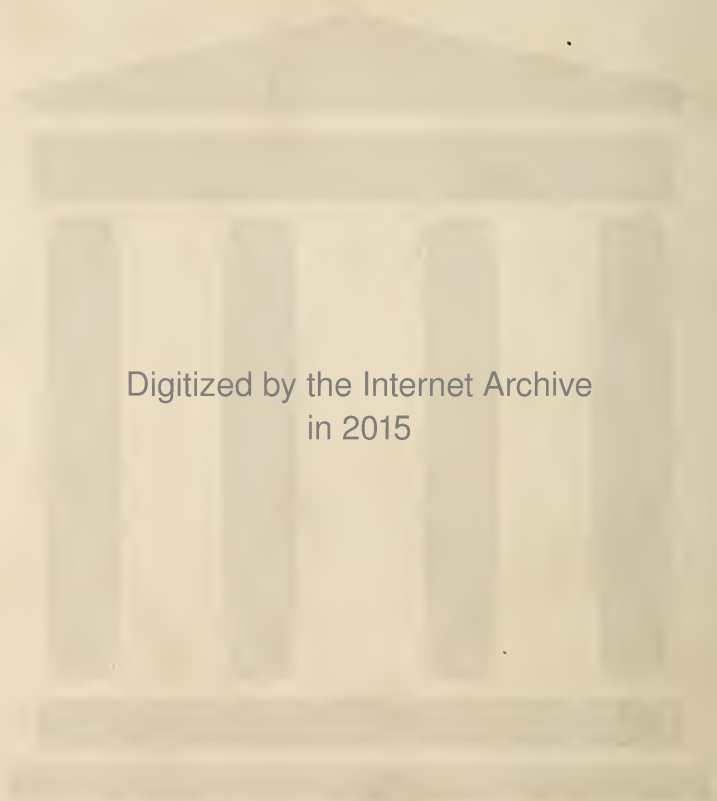
ETHNOLOGICAL

Division I

Section 7

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THE
AFRICAN REPOSITORY,
AND
COLONIAL JOURNAL.

VOL. XVIII.]

WASHINGTON, AUGUST, 1842.

[NO. 10.

THE following article from the pen of Dr. James Hall, and which appeared in the Maryland Colonization Journal of the 15th of April, comprises much valuable information, entitled to the attention of all who would become acquainted either with American commerce, or the traffic in slaves on the African coast. The subject has been brought, by the late Convention of the friends of African Colonization, to the attention of the Congress of the United States; an able memorial, (prepared by F. S. Key, Esq., Chairman of a Committee of the Convention) is before that body, and we trust it will receive its early and profound consideration. Whether we regard our commercial interests as a people, those greater interests of humanity which demand the interposition of all Christian States for the overthrow of the African slave trade, or the benefits vast and various to be secured to this country and to Africa, by throwing protection around the settlements of Liberia, there are sound and cogent reasons why the General Government of the Union should adopt efficient measures to make itself known and constantly felt in its guardian and beneficent power along the coast of Africa. The expense would be nothing compared to the good to be attained.

THE AFRICAN TRADE—RIGHT OF SEARCH—SLAVE TRADE UNDER
THE AMERICAN FLAG, &c.

As these subjects are daily assuming a very high degree of importance in consequence of the peculiar relations existing at this time between this country and England, it may not be improper to devote a few pages of our Journal to a brief statement of what few facts we may be possessed of from personal observation relative thereto.

We shall confine our remarks principally to the condition of trade on that section of the western coast extending from Cape Palmas to the Bight of Benin. Of the coast farther to the leeward, we have no means of information not already before the public.

OF THE TRADE.—Previous to the last half century it is well known that the whole western coast, within the points above mentioned, was one vast slave mart. Not a harbor, river, bay, inlet, or even open roadstead, but afforded anchorage for vessels employed in this traffic. All the maritime powers of Europe were engaged in it. The ‘Most Catholic and Most Christian Majesties’ of France and Spain, and ‘the Defender of the Faith’ of England, were the patrons and protectors of it, and participants in the profits accruing therefrom. The coast is now studded with forts and fortifications, erected specially for the safe and successful prosecution of this trade. The interest taken in the business by the Americans, was principally that of transporting the slaves from the barricoons and factories of the European merchant to the place of market. The articles principally used in this trade, with the exception of tobacco from Brazil and the United States, were of English manufacture. Some few light articles of little value, and used principally as presents to the native chiefs, were obtained from Germany, France and Italy. As England abandoned this trade earlier than most of the other powers, and controlled many of the most important points of the coast where articles of her manufacture, heretofore used in the slave traffic, had become almost necessary to the native African tribes, she was very soon able to open a most lucrative trade with them for many important natural products of the country greatly in demand in the European market. These are the causes which first gave the English the advantage in the African trade. But they have retained this advantage from another cause than bare possession of territory and the fact of the almost exclusive demand for articles of English manufacture. Did none other exist, they would soon find successful competitors in the American merchants. The nature of the coast and the character and habits of the natives is such as would render of no avail the fortification of a few points by any power in securing the trade. The whole coast-line is a market. The sea at all seasons of the year is so tranquil, and the anchorage along the coast so good, that vessels of any burthen can lie at anchor sufficiently near the shore to enable them to transact their business with considerable despatch. There is not an extent of over ten miles for the distance of two thousand, but affords of a canoe landing sufficiently safe to admit of landing cargo and shipping of produce in return. Consequently no power could, by *land* force, monopolize the trade without belting the whole coast with settlements, which the fatality of the climate renders impracticable. The natives, too, are averse to yielding their right of trafficking with vessels of all nations, and will, in most cases, only admit of settlement with a reservation of this privilege. The other obstacle to successful competition noted, viz: the productions of the articles for trade being of English manufacture, would soon be obviated by the Americans. Many, and in fact most of the staple articles of the African trade could be produced of better quality and at a cheaper rate in America than in England, were there a sufficient call for them to induce their manufacture. Many, too, are now actually produced here at a less price than in England, and one, the most important article of traffick, is produced solely by the United States, viz:

the long, heavy leaf tobacco.' Such articles as could not be manufactured in the United States as low as in England, or could not be procured here at all, could be readily shipped from that country and entered in bond, and afforded on the coast at a very slight advance on the price charged for them by English vessels. We say, *all these objections* to successful competition could be readily obviated by the enterprising Yankee. Did none other exist, the American commerce would double and quadruple in a very short period, and doubtless in a very few years rival that of England. But the most serious bar to the consummation of this, and that too, which individual enterprise cannot overcome, arises from the manner in which that trade is carried on. Either from necessity or a design to produce the very result which has followed, the English traders very early adopted a system of *dashing* or making presents to the head-men or kings of the country, and then entrusting the cargo to such trade-men as they shall direct. In some places, as the Bonny and Calabar rivers, the dash or comey as it is there called, of a first-rate palm oil ship, amounts to over one thousand dollars at the first cost of the goods. The whole cargo is then given on credit to such men of the place as the king shall designate, and he becomes responsible that payment shall be made at the time agreed upon by the parties. In most of the large places the amount of this comey and the terms of trade are matters of treaty between the kings of the country and the commander of the English squadron. In case payment is not made at the time agreed upon, some vessel of war is applied to and the payment enforced.

Now when the natives enjoy this advantage of credit, although they may receive the cargo at a high rate, no one can compete with the English trader who cannot offer the same terms. This might be done if the natives possessed capital, but this is never the case: they are altogether improvident and live only on the slight commissions they make upon the merchandise passing through their hands to the bushmen. But this credit cannot, with any degree of safety, be given by the merchant vessels of any nation who has not a sufficient force on the coast to enforce payment in case it should be necessary, which will surely be the case if it is apparent no force is at hand. This is the principal cause why the English continue to monopolize at least four-fifths of the entire commerce of Western Africa. Their vessels of war belt the whole coast, they make treaties of commerce with the native kings, they seek redress for any injury sustained by their merchantmen, either in their persons or property, and in fact, they control the whole commerce of the coast. *We affirm, that the want of adequate protection to our commerce is the only bar to a successful competition for this trade by American vessels.*

ADVANTAGES OF THE AFRICAN TRADE TO THE UNITED STATES.—The advantages of this commerce to the United States would arise principally from its affording an outlet or market for the productions of our soil, rather than from any present necessity we labor under of obtaining the African produce in return; although for this, there probably will be an unceasing and increasing demand.

The leading article in the African trade, and without which no commerce can be conducted with the native tribes, and which can be procured from no other source whatever, is the long leaved, heavy tobacco of Virginia, Kentucky and Missouri. Deprive the European traders of this one article,

and lucrative commerce with Africa would be totally impracticable. The manner of conducting trade will readily account for this. There being no currency or medium of circulation on the coast, all trade necessarily consists of the barter of one article for another; and as tobacco has from long usage become an article of necessity, a certain portion of the price paid even for the most insignificant article which they have to dispose of, must consist of it. It is much the same with many other articles of commerce, but not to the same extent as with tobacco. Hence, another great advantage the English merchant has over the American, as a much greater variety of articles for this trade are manufactured there than in America, and there being ever an abundance of tobacco in London and Liverpool, while few or no articles of English manufacture are to be found in the American market in consequence of the limited demand for them. It may be said that if the European traders are obliged to use our tobacco for the prosecution of this trade, it is sufficient for us that it finds a market. Not so. We lose almost the whole of the carrying trade, especially to the continent, and gain not the immense profit which is realized by the Africo-European traders after having reshipped it to the coast.

The next in importance to tobacco are cotton goods, for the most part heavy sheetings, checks and prints, those in which the cost of the stock is the heaviest item of expense. These it is well known can be produced in the United States as cheap or cheaper than in England, as has been proved in the South American markets. As yet, however, British prints, in imitation of India goods, have supplied the market, as the American commerce on that coast has not been sufficiently extensive to induce the manufacturers to commence upon the articles. With regard to cotton goods we suffer more than in tobacco, for the cotton for that trade is not necessarily of American production; and besides, we lose the profit of its manufacture in addition to that of its carriage and the extra profit in Africa. We have placed cotton second to tobacco, merely from the fact that it is not *always* like tobacco, demanded as a part in every contract. The proportion in *value*, however, used in this trade, is over three of the former to one of the latter, and by English traders as twenty to one. Much of that now used by American traders, particularly such as is printed after the India mode, is manufactured in England: but the plain bleached muslins of American manufacture have almost entirely superseded the English bafts and mamoodies, and are now even sold by the bale to English merchants on the coast.

Gunpowder is the next article extensively used in this commerce, and the kind most in demand can be afforded on better terms in America than in England, consequently when it is not prohibited, as it is at all the English settlements, the American trader can undersell the European.

Spirits, either whiskey or rum, is likewise an article extensively used in this traffick, although to a less amount in value than either of the preceding. But like tobacco, it must necessarily form a part of the cargo for the native trade. This can always be procured at as low a rate in the United States as in the English W. I. Islands, and the large markets for it at the leeward, particularly the Spanish and Portuguese, are almost exclusively supplied by American vessels.

These are the only articles used, in what is strictly termed the *native* trade, which can at this time be produced at as low rates in this country as

in England and on the continent, and they constitute at least two-thirds in value of all the merchandise required in this kind of trade.

The articles which constitute the other third are those in which the labor is the most important item of expense in their production, and which can consequently be afforded much cheaper in Europe, where labor is less in demand than in the United States; as the finer cotton and silk fabrics, muskets, hardware, crockery ware, beads, and various articles of minor importance, generally used as ornaments and which are rapidly going into disuse, as the native tribes become more intelligent and civilized.

Other articles of American production are in limited demand at the present time at the various settlements on the coast, as flour, beef, pork, bacon, butter, lard, cheese, soap, candles, &c. The demand for these is increasing, and some few are coming into use with the natives. Little, however, can ever be expected from any of the last mentioned articles in comparison with the four others, viz: tobacco, cotton, gunpowder and rum. The demand for these is on a steady and rapid increase, and no calculation can be made as to the enormous amount that will be required to supply the immense, thickly peopled and productive back country which depends on the west coast for its supplies.

Were our commerce well fostered and protected, as is the English, at this time, our tobacco, which is now transported to Europe in foreign bottoms, and enriches their merchants by the enormous profits which they make on it in the African trade, would be shipped directly to the coast in our own vessels, thereby not only benefiting the producer, but the American ship owner and the American merchant; a large and steady market would be opened for our cottons, not only to the advantage of the producer but the manufacturer; and very soon we should be able to compete with the English who have so long monopolized this profitable and rapidly increasing commerce. The advantages we possess of being able to afford even now on better terms than they, two-thirds of the actual value of merchandise employed in this trade, would soon induce the manufacture or importation of other articles required on much more reasonable terms than at present, so that no bar whatever would remain to our complete success.

As we before remarked, the *principal* advantage to be derived from commerce with Africa, is the profitable market it furnishes for two of our largest staples, viz: tobacco and cotton, together with other American products required to a less extent:—yet the return cargo received for the above generally consists of such articles as find a ready market in the United States, although there is not one of them but might at this time be dispensed with or procured from other sources. There is one, however, now the principal staple of that part of the coast of which we speak, that we predict, will, ere long, be one of the necessary articles of consumption in this and other civilized countries. We mean Palm Oil. This forms a heavy item in the list of the imports of England. It has heretofore been used, there, as in this country, principally in the manufacture of soap, and even for that purpose it has to that country become an article of necessity. In the United States it is less in demand, from the fact that animal oils and fat can generally be obtained on more reasonable terms than in Europe. Recent experiments in England, however, have resulted in extracting the stearine from the oil from which can be manu-

factured firm and durable candles, said to be equal to those of sperm or wax. We are led to conclude from these experiments, that palm oil is yet destined to supply the place of the whale and seal oil, which is so rapidly decreasing in quantity and procured with greater labor and difficulty every year. This oil can be produced by the natives in any quantity, and afforded at such rates as will pay well for its transportation. The traffic in it and the demand for it are rapidly increasing, and with this demand does the production of it increase also. In the vicinity of the American colonies the exportation of it has increased ten-fold in as many years, in many cases an hundred-fold, and yet the whole is produced within a very few miles of the beach. When we consider the great facility with which this article is manufactured from the palm nut, the wonderful productiveness of the palm tree, (the rein-deer of the tropics) and the boundless extent of territory in which it grows spontaneously, and the myriads of inhabitants which swarm these fruitful forests, ready to labor for the smallest consideration, we cannot doubt but this oil will yet form one of the heaviest articles of traffick in the commercial world.

The article next in importance to palm oil, exported from the west coast of Africa is camwood, one of the most valuable dye-woods used in the arts, and we believe obtained almost wholly from that continent. Of this also, there cannot, for ages, be any lack, as but a short distance in the interior, say from 60 to 100 miles, it is one of the most common forest trees, and is used as fire-wood in cooking. To what extent the demand for this will increase is impossible to say, as yet it has ever found a ready market in our northern cities.

The gold trade, which is principally monopolized by the English, is perhaps next in importance, or perhaps of more importance than that of the camwood, (being possessed of no statistics, we are unable to judge.) This is mostly confined to the various European settlements, to which the gold is brought from a great distance in the interior. In some places along the coast a little is washed from the sand and sold to transient vessels by the natives.

The ivory trade but a few years since was of more importance than both of the two last together, but it has gradually decreased, and probably on that section of the coast of which we are now speaking it is of less amount in value than either of the above. But little is bought by American vessels, as the United States cities offer a poor market for the article in comparison with those of Europe.

There are many other productions which have afforded cargoes and parts of cargoes to American vessels, and which are sometimes in demand and sometimes not, as the case may be, but none of which we can ever calculate upon as the regular valuable staples of African trade. Among these may be reckoned rice, coffee, ground-nuts, beeswax, gum-copal, hides, ginger, malguatta, and red pepper, &c. &c.

Of the amount in value of the exports from the section of the west coast of which we are speaking, we have not the means of forming any *correct* estimate, and choose not to give an opinion at hazard. Of the proportion of this trade enjoyed by Americans in comparison with the different European nations, we are also without adequate information, and might err greatly in an opinion with regard thereto, but of this much we are certain—that a very large proportion of the trade is in the hands of the

English—that their merchant vessels are protected—that treaties of commerce with the native chiefs are entered into by her majesty's officers—and that all laudable measures are taken both by the government and the merchantmen on the coast to preserve their commerce, even to the exclusion of that of all other nations.

And we here take occasion to repeat our previously expressed conviction, that were the same protection offered to our merchant vessels—and a disposition shewn by our naval officers on that station to cultivate the good will of the African chiefs—were treaties of commerce entered into with them, whereby we should ever be guaranteed equal privileges of traffic with other nations—and were such contracts as are made by our merchants enforced, or were the natives led to believe they would be enforced, we should, in a very short period, with the natural advantages we possess of producing at a less rate than our competitors, a majority of the most valuable articles used in that commerce, be able to compete with any and every other nation, and ultimately to gain the ascendancy. Without this fostering aid and protection we predict that but few years will elapse ere such treaties will be made, and such a system of trade established by the English government and traders, as will greatly diminish our present struggling commerce, and ultimately drive our vessels from the coast altogether.

RIGHT OF SEARCH.—We trust we shall not be understood as presuming to discuss this question, or of professing to know any thing about the *propriety* or the *policy* of a concession of this right on the part of the United States government to the British crown. The question in the abstract is far beyond our depth, and as such we do not propose to meddle with it. But from our long residence on the coast, and familiar acquaintance with the course of events there, for the past ten years, we feel justified in offering our opinion as to the results which will be sure to follow a rejection of this measure altogether. In speaking of past transactions, we refer only to those which have come within our own personal knowledge, and of course confined to that section of the coast between Sierra Leone and Cape Palmas, and we shall be obliged to state what are our *general impressions* of past events, rather than attempt to particularize as to dates, names of vessels, persons, &c. Our first visit to Africa was in 1831, as one of the physicians of the American colony of Liberia. At that time the principal slave mart on that coast was at the mouth of Gallinas river, at which were two very considerable and extensive factories. Some few branches of these factories, from which slaves were occasionally shipped, were established at other points of the coast in the vicinity of Cape-Mount; as Digby, (opposite Cape Messurado, some 15 miles distant,) Sugary river, and Sheba river, on Shebro island. Many slaves were purchased to the leeward of Cape Messurado, at Grand Bassa, New Cesters, and Trade Town, although with the exception of the last named place, we believe no foreign agent resided on shore, and at none were regular barricoons erected. At little Bassa, the slave factory of Don Miguel, then but recently established, had been broken up by the Liberians. The vessels engaged in the trade at that period, were either under the Spanish, Portuguese, Brazillian or French flags. It was not then known to the American colony that the United States flag had ever been used to shield vessels of another nation. There were then but a few

British vessels of war on the coast, captures were rare, and even when made, and the vessels condemned to be sold as a prize they were bought up by the wealthy slaver or his agents and immediately put in the trade again. The treaties between England, Spain, and Portugal were at that period very imperfect, granting the British cruisers very limited powers, so that but little bar existed to the successful prosecution of the trade. We believe it was necessary, at that period, for the cruiser, in order to make a capture, to take the vessel with the slaves actually on board, as no other circumstances would be sufficient to condemn the vessel.

The course pursued by the slaver was to land his cargo on his first arrival at the factory, and if a transient vessel, to put his agent on shore with instructions to have a cargo ready at a certain period. In the meantime the vessel would leave the ground and pass up or down the coast as she might see proper, buy up a cargo of rice and other provisions, fill her water casks for the homeward voyage, lay her false deck and return for her cargo. Should a cruiser be in sight, make off again and return after she had left, or lead her off in a chase till dark and then return. In the meantime the agent on shore would have the slaves all ready. At large factories two hours would be time sufficient to ship a cargo of two or three hundred. This state of things continued with little variation, for three or four years, until the treaties became so modified both with Spain and Portugal, and the British cruisers so much increased, that this trade under the flags of either of these two nations became extremely hazardous. The French flag was not unfrequently used, and in some instances the Russian.

The trade, however, increased, notwithstanding the increased risk, in consequence of the advance in the value of slaves from the scant importation. The number of factories were greatly increased at the Gallinas, and a large and flourishing one was established at New Cesters, and several barricoons erected there. In 1836, the use of the United States flag commenced and gradually increased until 1838-39, when the whole coast was studded with small rakish schooners bearing this flag. For a long period the English cruisers forebore to trouble these vessels, but as they multiplied and it was found hopeless even to retard the trade in any degree without doing so, they commenced searching, and soon found that but few of them had any claims to American protection and much less to American ownership. Upon proof of their being Spanish or Portuguese property they were of course condemned, agreeable to the articles of treaty, but in those instances where there was ground for believing them American property, they were sent to the United States. At the commencement of this process of searching vessels bearing the American flag, it was conducted with extreme caution, and the decisions of the court of mixed commissions at Sierra Leone were extremely favorable to such vessels. Many that were taken to Sierra Leone were proved to be American property, and discharged after receiving full compensation for their detention. In many instances these vessels were captured within one month, under Portuguese or Spanish colors loaded with slaves. This circumstance tended greatly to annoy and vex the officers of the British cruisers, inasmuch that the course of forbearance or at least of circumspection, which had been pursued, was changed to that of indiscriminate search and overhauling and arresting on the slightest ground of suspicion. Many of the officers, too, of the British navy stationed on that coast, are entirely unfit-

ted for their station. The late commandant of the station, Lord George Russel, was most of the time in a state of intoxication, consequently unfit for the transaction of any business; and with such a head it cannot be supposed that under officers would deport themselves ever correctly. The prize money received by the officers and crew, in case of a successful capture, operated as a strong inducement to seize whatever came in their way. The apparent object of all the officers of the squadron under Lord Russel, was the making successful and rich captures, rather than suppression of the slave trade. An instance in proof came under our own observation. The commandant of a cruiser, (either the *Forester* or the *Wanderer*,) boarded a small schooner which lay at anchor near our vessel, and afterwards boarded us. He stated that the schooner had enough on board to condemn her, but she was old and would not pay him for taking her to Sierra Leone: he would wait and watch her until she had taken on board her slaves, which would much increase their prize money, and then capture her. She lay off for a day or two for that purpose, but in the night the schooner took on board her slaves and went to sea. Our brig, the *Trafalgar*, of this port, was boarded by a boat from the *Forester*, our papers examined and a permit demanded for having on board oil casks which might be converted into water casks. We informed him that our port regulation required no such permit. He disputed and said, when the *Forester* came up, the brig should be captured and taken to Sierra Leone. It was thought best to leave the cruising ground of the *Forester* before she came up, and we accordingly put out. A few weeks after on visiting that section of the coast again, we discovered a vessel early in the morning, close in shore, getting under weigh. She soon made sail, headed for us and fired a gun. There being many vessels in sight, we were not sure the gun was for us, and being within three miles of our anchorage ground, and the light land breeze gradually dying away, thought best to keep underweigh, having hoisted our ensign. The vessel then passed an eighteen pound shot directly under our main yard, within a few feet of the man at the helm. We then lay too until the officer boarded us. He again examined our papers, demanded the same permit for the casks which we had before informed him we were not required to obtain. He examined the hold, found 100 bushels of rice, and declared the brig a prize, and the rice a sufficient evidence of her character as a slaver. The *Forester* came up, and the commander came on board, examined papers and hold likewise, and a council was held whether or not to declare the whole a prize. We stated to them the abundant evidence before them that we were the owners of the vessel, that we were well known as a regular American trader, that we had been in an important public station on the coast to their knowledge, and they well knew from many sources other than the papers of the vessel that she was bona fide American property, and engaged in lawful traffick. The answer was, 'we well know that, but the only question is, cannot we get her condemned on account of the rice.' It was finally decided that there was not a sufficient quantity of rice on board to warrant a capture. Now the only analogy between this case and that of a slaver consisted in having rice on board, and rice is used by the slavers for feeding their slaves, and a cargo of rice with other circumstances would be sufficient to condemn a Spanish or Portuguese vessel.

We mention these facts to show how liable to abuse the Right of Search

must necessarily be from incompetency of the officers, or too great inducements being held out for capture, as promotion or prize money, and how guarded any privileges of this kind ought to be, in order that our merchant vessels may not be subjected to vexatious searching and injurious detentions.

In 1840, the commandant of the squadron for the windward coast (the section of which we are speaking,) destroyed all the barricoons at Gallinas and New Cesters, and dispersed the Spanish and Portuguese slave traders therein collected. This measure in addition to an increase of the number of cruisers, the universal and indiscriminate search of all vessels of what class and character soever, it would be reasonable to suppose would have entirely broken up the trade on that section of the coast; but the result is far otherwise. Under all these disadvantages it is still actively prosecuted under all flags or under no flag, and it is in vain that the eight or ten cruisers on a coast-line of some two hundred miles in extent, full manned, with abundance of boats fitted for the climate and seasons, with an assumed right to search vessels of all nations, attempt to extinguish it.

What then will be the result if no treaty of the kind is entered into with Great Britain, and the English cruisers receive instructions, in no case to board or molest any vessel under American colors? Why, a prosecution of the slave trade to such an extent as has not been witnessed for the last half century. All who are disposed to prosecute this traffic will have nothing to do but purchase an American ensign and then bid defiance to all check or restraint. *This will be the certain result of such a course.*

But the advocates of this measure say, send our own vessels on the coast, in sufficient force to prevent the abuse of the American flag. That indeed would do. But, *can we do it?*—And, *will we do it?* In the first place we have not the vessels in commission to spare.—We have not money to pay those already in commission.—Our government will not fit out and commission more vessels, when they have not the means to pay those already in service. And lastly, our vessels are not fit to sail on the coast unless they are vastly superior to those which have already been there. The two schooners which visited the coast in 1840, were wholly unfit for that service, and they performed but little or none. In the first place they were not provisioned but for a four months' voyage, and they were not able to sail with the ordinary merchantmen. We saw an English cruiser take in more than half her sail in order to keep company with the Dolphin under full sail. They were on the coast, too, in the dry season only, when slavers seldom appear, and left it the moment the rainy and blowing season commenced—the very time their presence, could they have done any good, was required. It is unnecessary to go into a detail of the immense outlay, the enormous current expenses which would attend a successful effort on part of our government alone and single handed to prevent the disgrace of her flag. Even had we vessels fitted for that service, it would doubtless more than double all the current expenses of our navy. As a proof of this, it is sufficient to refer to what we have said above of the total inability of the English force to check the trade on a small section of the windward coast; to say nothing of their large squadrons in the Bights of Benin and Biafra, which would also have to be visited by American vessels.

Even suppose we should send a large force on the coast, one that would be ample to effect the object—that it should be sent with the understanding

that the flag prevents the vessel from any visitation or inspection by foreign force—what would it avail? When a United States vessel hove in sight the slaver would have only to run up a Spanish, Portuguese or English flag, and according to our own doctrine we could not touch her. But argument upon this subject is unnecessary. It is well known to every person who is at all conversant with the operation of our government, that no effectual force will be sent. In fact, it cannot be done by our nation. The spare vessels in all the nations of the civilized world, with mutual Right of Search, are required for this important work.

As we said above, we do not profess to judge of the political expediency of entering into any treaty of this kind, but it does seem to us that *all objections* to such an arrangement that we have yet heard urged, are insufficient to counterbalance the baleful results which will surely follow our continued refusal, viz: *an indiscriminate and illegal search by the British cruisers, or a flourishing slave trade carried on under the American flag.*

Much is said by our political papers of the arrogant pretensions of the British crown: the search of vessels on the African coast has been confounded with the search and imprisonment of seamen previous to the last war. But we are utterly unable to discover any thing like arrogance in the claims of the present British ministry: in fact they make no *claims* at all. They merely *ask* the *privilege* of *inspecting* the *papers* of vessels bearing the American flag under *circumstances* of *suspicion*, or which there is reason to believe may be engaged in the slave trade. In other words, they ask that they may be allowed to capture a pirate or slaver, which it can be proved is not legally American property, even although it may be in possession of a flag of the United States. Now where is the arrogance in this, especially when they grant our cruisers the same right to examine the papers of all vessels bearing the British flag? It is objected, that this right will be liable to abuse. Will they be more likely to break a treaty which specifies and defines their duties in effecting a common laudable object, than to infringe upon rights where all fellowship is refused, and where our flag fosters and protects a traffick which they are nobly endeavoring to extinguish? Besides, it would take but a small force to represent our government on the coast, and protect our commerce from any infringement by a great and powerful nation, in comparison with what it would require to rescue our flag from desecration by pirates and slavers.

It is objected, too, that a *reciprocal* Right of Search is sheer mockery, inasmuch as the English cruisers so far out number our own. This objection is of no weight for their commercial vessels as far out number ours as do their cruisers. So that whatever squadron we may have on that coast, will have an opportunity of searching the much greater number of vessels.

It is said that we have declared the slave trade piracy, and always punish it as such. Why then should we object to the assistance of a friendly nation in detecting the pirates who have assumed and dishonored our flag? It matters little what we have declared the slave trade to be, if we take no measures to arrest it, and in the mean time prevent others from doing so too.

We have spoken above of what might very properly be called *outrages* committed by British cruisers coming under our own personal observa-

tion, when no Right of Search was acknowledged, except what was granted by Lieutenants Payne and Bell of the Dolphin and Grampus. Many and more aggravated instances of the same kind have occurred, and the details been laid before the United States government; yet in most cases, it is very apparent that the officers transcended their instructions. And why? From the very fact that our flag was constantly used as a cover to this illegal traffic, and our government by a neglect to increase and maintain a steady force on the coast, and refusing to concede a Right of Search, virtually sanctioned this prostitution; thereby defeating the intent of their arduous and dangerous labors. Nothing could be more irritating, and no stronger incentive could be given to the commission of these outrageous acts on part of the officers of British cruisers, than the course pursued by the United States government, in declaring the slave trade piracy, and then taking no effective measures to prevent its open prosecution under their own flag, nor permit others to do it in vessels, in which the United States citizen has no interest whatever.

A perseverance in this refusal to form some treaty, allowing to a certain extent mutual Rights of *Search* or *inquiry*, will be sure to result in injury to our commerce on that coast. If we increase our naval force there, they cannot without some friendly and definite understanding, act harmoniously with the British squadron; sources of misunderstanding will constantly multiply, fomented by their diverse interests. If, on the other hand, our force is not increased and we continue to disregard the prostitution of our flag—annoyances to our merchantmen will more frequently occur—we shall no longer receive the cordial protection of the British cruisers, which has ever been rendered to American vessels, and without which the whole coast would be lined with robbers and pirates—measures would be taken gradually to exclude us from the native trade by commercial treaties with the chiefs and other means heretofore adverted to, and but a few years would elapse before we should cease to care what fate awaited vessels with the American flag on that coast. It would seldom protect American bottoms. Our present profitable, but small and unprotected commerce, would be at an end.

By an opposite course, and that, too, we conceive consistent with our country's honor, and with but justice to the British crown, very different results might be produced. Let but a sufficient force be maintained on the coast to deter American citizens in true American vessels from engaging in this traffick, and at the same time to see that the articles of whatever treaty may be made shall not be infringed upon by the British cruisers—let our laws be so framed, (or if so framed now, enforced,) that possession cannot be obtained of American vessels and American papers by others than *bona fide* citizens of the United States—let a treaty be formed with England or the European powers that shall at least permit a right to examine the papers of the vessel and determine their genuineness—let our government be represented in the court of mixed commissions at Sierra Leone to see that exact justice be done to the owners and masters of such vessels as shall claim a right to the American flag—let these measures be adopted, and what will be the result? Why, in the first place, it will deter American citizens from engaging in that traffick, which to our certain knowledge they have often done the past five years—it will effectually prevent the prostitution of our flag by slavers of other nations—our com-

mercial vessels would be protected from vexatious detentions and seizures by other cruisers, as no hope would exist of illegal condemnation while our own country should be represented in the court of adjudication, and all the difficulties would be obviated which have arisen from misapprehension of our position, and from a jealousy on the part of the officers of the British squadron that we were disposed to thwart their efforts—treaties of commerce would be made with the native chiefs without opposition, and a fulfilment of their conditions enforced—in fact we should obtain a permanent footing on that coast of which we could not hereafter be dispossessed, when the commerce of Africa shall assume an importance unsurpassed by that of any other section of the tropical world.

LATE DESPATCHES FROM LIBERIA.

We are happy to submit to our readers the following recent letters from the colony. The prevailing order, harmony, and general prosperity give evidence of the prudence and energy of the administration of the government, and that the hopes cherished of the growing influence of the colonial settlements of Liberia, are not to be disappointed. It is in the power of the American people to accomplish a work for Africa, through the agency of her descendants, as great and worthy as was ever effected by human ability, and we call upon all our fellow citizens, and especially upon those who bear the blessed name of Christ to co-operate in the enterprise.

GOVERNMENT HOUSE, MONROVIA, *April 15th, 1842.*

GENTLEMEN: The Schooner "Herald," of Boston, from the leeward anchored in our harbor last evening, and will sail for the United States in a few hours. Though engaged with the Legislative council, now in session, which requires most of my attention—still I am not willing to miss the opportunity of sending a line or two, to acknowledge the receipt of your communications of the 11th, 14th and 31st December.

Allow me, in the first place, to return my acknowledgement for the honor you have conferred on me by the appointment of Governor of this Commonwealth. It shall be my constant aim to continue to merit the good opinion you have of my poor abilities. You may be assured I shall exert every power within me to meet your expectations, and to carry out the great principles of the great and good man who has preceded me. How far I may succeed in this, time must determine. Few men there are who have the qualifications that characterized Governor Buchanan—I am sure I have not. Nor should you expect so much from me. But this far I pledge myself—that so long as I am trusted with the affairs of the Society in the Colony, and the Government of the Commonwealth—I will do the best I can.

Your suggestion not to draw on the Society if possible to avoid it, shall be observed.

The bills of the Society continue at their par value, and of course a great convenience to the community—but their circulation has been limited for the want of sufficient to back them. The Legislature at this session have made them redeemable with specie, camwood, or ivory which will remove the embarrassment, and a sufficient circulation can now be made.

The resolutions passed by the Executive Committee, December 14th, have been published in the Herald and Luminary.

I feel most sensibly your remarks under date 14th December, that, "Many principles of vital importance to the cause of Colonization, to the cause of Liberia, and to the cause of Africa, are trusted to my administration, and I am also apprised of the immense responsibility which attaches to each of my public acts.

I shall endeavor to be on my guard, and use every effort in my power to avoid the evils you have mentioned, and see if it is not possible to establish the fact, that colored men (if placed in a situation to exercise it) can conduct themselves with as much probity as people of a different caste.

The Legislature commenced its session on the 5th, and will probably close to morrow.

No material alteration has been made by the council in the laws, or the system of Government.

The general health of the people is good, the emigrants by the Saluda have passed through the fever, and are all doing well, seem to enjoy as good health as old colonists; not a single death has occurred among the emigrants by the Groning or Union, since my last communication by the latter vessel in December.

We have been anxiously looking for the vessel from New Orleans with emigrants for Sinou.

Since my last letter to the Board I have visited all the leeward settlements. I found Greenville in rather a dangerous situation. The day preceding my arrival, three Africans had been arrested for the murder of one and the dangerously wounding another American. These colonists had engaged to work for Mr. Canfield, missionary, at Kroo country and were on their way thither when they were overtaken by four native men (Fishmen, natives of Nefue, some fifty or sixty miles to leeward and of a very powerful tribe.) These Fishmen were residing, it seems, in a small town near "Blue Barre," through which the Americans had to pass with their tools &c., &c. These men seeing their plunder determined to rob them. For this purpose they followed the Americans some five or six miles on the beach, and then demanded the articles they had; which demand not being immediately complied with, one of the robbers leveled his musket and fired, bringing one man to the ground; the other American attempted to make his escape by flight, when another discharge from the second musket brought him down. Having received the slug in the shoulder, he soon recovered and continued his flight in the woods; the natives thinking he would, if not mortally wounded, return to the beach, pursued their way, expecting to intercept him; in this they were foiled. The man continued his way in the woods, and reached home the second day. The natives finding he did not return to the beach, concluded he had died in the woods, and after robbing the dead man, returned to their homes.

The following morning after getting a description of the murderers from the wounded man, several of the citizens of Greenville, visited the town in which these men were supposed to live, and recognized two of the murderers; after considerable difficulty, the Sinou natives compelled the Fish people to give them up to the Americans. The next morning, just as they were about to dispatch a messenger for me, I arrived and found the settle-

ment in rather an unsafe condition. Much anxiety was manifested on the part of the citizens; the natives of Sinou as well as their own people were opposed to their being executed, but wished that their country people might be permitted to pay a stipulated amount. To this I was very loth to agree, but finding that the whole country was determined to resist any such measure, and in consequence the settlement would be very much exposed, and in all probability, (being in such a defenceless condition, and so remote from other settlements,) be destroyed. I consented to stipulate, that should the sum of one thousand dollars be paid to the authorities at Sinou, within twelve calendar months, the prisoners should be discharged, if not paid within that time, they are to abide the penalty of the law, at the discretion of the Governor of the Commonwealth of Liberia.

Notwithstanding such offenders should receive the sentence of the law, in this matter I think we shall gain much. The probability is, they will not be able to pay the amount within the time specified. If not, we shall be able to remove from the vicinity of Greenville, a population of about one thousand persons—all *Fishmen*, who have been, and continue to be, not only an annoyance to the colonists—but to the Sinou natives. I should like to say more on the subject, but time will not allow.

I am happy to inform you that Dr. Johnson will commence to occupy the house on Factory Island designed for the high school next week. This building has rather exceeded the amount appropriated for its erection. This could not be avoided, owing to the unfitness of the ground on which it was placed. The wall, after getting two-thirds up, tumbled down the second time. It is now, however, a substantial and permanent building. The account I cannot send by this vessel.

The remaining furniture I found at the Government House, Bassa Cove, I have removed to Monrovia. It was in a miserable condition, and most of it totally ruined. The part that may not be wanted for the use of the house, I shall dispose off.

The Government House at Bassa Cove is in a most dilapidated condition, the roof is fast decaying, and will not stand another rainy season without repairs—and unless thoroughly repaired next dry season, will be worth but little. I would advise, that the house be sold, (as soon as possible, as the Society at present can have no use for it) and the land leased for a term of years; the location is a beautiful one, and one I think the Society ought not to part with. It might be sold perhaps to some one of the Missionary Societies to advantage.

The Light House on Cape Messurado will be completed in eight or ten days. A stone building for a Court House and Council room is now being erected in Monrovia—it is to be 56 feet long, 34 feet wide, and two stories high. This we expect to have completed in about three months. We need very much a Public Jail, but at present our limited means will not allow us to commence the building of one.

The Council have passed a resolution at this session, requesting the Society either to give or lend them five or six thousand dollars to assist in carrying out the operations of Public improvement.

The Schooner *Regulus* is doing but little at present owing to the scarcity of goods, and the continued illness of Capt. Preston. He is now down with fever, nor do I believe he has seen a well day since August last. The

mate has had the principal management of the vessel, and he is not the man for this trade. She is to leave for Sinou, &c., &c., (touching at several intermediate places) early next week. The Captain is anxious to take her home, and but for the necessity of sending supplies to Sinou, (especially arms and ammunition) I should send her immediately to the United States. On her return from this trip—if no vessel from the Society with a supply of goods, or contrary orders should arrive—I shall load her with camwood and palm oil, and despatch her to America. You will of course insure accordingly.

We have succeeded this year in making between two and three thousand pounds of good sugar (brown) at the Col. farm—(shall send you one or two blls. by the Schooner.) Could have made considerably more, but took the advice of Mr. Jenks, (who superintended the making) and left about two-thirds of the field for seed the next season.

The fact is now fully established that sugar cane can be cultivated in Liberia to advantage—the farmers generally have taken new courage, and are determined to exert all the powers within them, to be in some degree independent.

Our commerce is also increasing. The past season has been one of unexampled success to our merchants. There has been more produce brought into the Colony during the last year, than for the same period, within the past four or five years.

There are now on the stocks in the different settlements, three small coasters; the fourth, called the “Pedler,” owned by Messrs. Payne and Yates of this place.

We have had no material difficulty with any of those British traders since my last communication.

From the suggestion of the Board we have determined not to meddle in any way with these men—if it can be possibly avoided. To this end, the Legislature at this session, have passed a resolution, requesting that this subject (through the American Colonization Society) be laid before Her Majesty’s government—feeling that could the matter be fairly represented to them, the British government would rid us of this interference by her traders. Two letters passed between L. Sheridan, Esq. and Lieut. Seagram on the subject of Murray’s establishing himself at the Cove. Copies of which I will send by the Regulus.

As this vessel goes to Boston, and the Regulus in all probability will sail in five or six weeks from this date for America, I shall not forward at present the accounts from the store for the quarter ending 31st December, which are made up and ready, but are of some bulk. At that time Gov. Buchanan’s Journal will be forwarded.

I find it impossible to send or say more about the proceedings in Council. Suffice it to say, they have made no material alteration. Every thing in the Colony is quiet, and I believe prosperous.

We shall send by the Schooner a cargo of some five or six thousand dollars; more if she can take it.

I am, gentlemen, very respectfully,

Your obedient servant,

J. J. ROBERTS.

From the Colonial Secretary.

MONROVIA, April 16th, 1842.

REV. AND DEAR SIR: Your esteemed communication per the "Grecian" came safe to hand, and was read with interest.

Allow me, Dear Sir, to thank you for the kindness which you show me by that communication. It shall be my aim to act in such a manner as to give you and the Board confidence in the declaration I make of being devoted to the interest of the Society, and the welfare of the Colony.

The Council has just closed its session. It is to be regretted that we have no time to send you a copy of its proceedings—as the vessel will remain here but a short time. Otherwise, you would be put in possession of all the facts, together with this quarter's account.

In fact, there are many points on which the Board might be informed; but the circumstance of our time being so circumscribed, must plead our excuse, if there appear any seeming neglect of duty.

No pains will be spared to make the despatches from the Government House as full as possible. In them some reference will be made to the acts of the Council.

The resolution, to borrow \$6500 to assist in the erection of some Public Buildings, I hope will meet with some encouragement from the Board.

If the Board show a disposition to assist the Colonists in carrying out the plans meditated, it will give spirit and energy to our doings, and go a great way in destroying that hostility which occasionally rises in the breasts of many, to the Society.

We are looking anxiously for the New Orleans expedition; certainly it must be here in a few days.

The Rev. Mr. Chase is here, and has taken charge of the missionary affairs: from what I can understand, things in that quarter will hereafter go on well. He is said to be free from prejudice.

The Colony enjoys peace and tranquility; the rainy season may be considered as having commenced.

We have commenced a Court House; it is far on the way, and when finished will be a fine building.

The Light House, in a week's time will, I think, be completed—and then by some means we must have a Jail, which is much wanted.

The appointment of one of the citizens to the Governorship of the commonwealth, we highly appreciate—rest assured, that we will try to prove to the world, that we are not entirely destitute of the common principles of self government.

We still think of trying to make you a respectable shipment when an opportunity offers. In the mean time, let me recommend to you, the importance of sending regular supplies, if you wish your commercial operations to be carried on profitably.

As soon as the rainy season has partially gone over, trade will be brisk, but unless the store be supplied, we will not be able to reap any advantage therefrom.

Upwards of 2,000 lbs. of beautiful sugar have been made at the farm this season—it is to be lamented, that the Society do not think it advisable to arrange with Mr. Jenks to carry on the manufacture of that article.

I shall feel proud at all times, to be honored with letters from you—and shall always consider it my duty, as long as I remain an officer of the Society to write you fully and as often as circumstances will allow.

In haste, I have the honor to be,

Very respectfully, your obedient servant,

J. N. SERVIS.

REV. WILLIAM McLAIN.

DEPARTURE OF THE MARIPOSA.

On the 7th of July, this fine ship, sailed from Norfolk with an intelligent and select company of emigrants, assembled from the States of Louisiana, Alabama, Missouri, Illinois, Tennessee, Virginia, North Carolina, South Carolina, and the Territory of Iowa. *Seventy-nine* of these were servants of John McDonogh, Esq. of New Orleans, a gentleman who has for several years been a generous benefactor of the American Colonization Society, and earnestly engaged in preparing these persons for freedom, and who now sends them to Africa, supplied with the means of commencing their new life with prospects of success. Some of them are skilful mechanics, others well acquainted with the culture of the sugar cane, and the whole process of sugar-making; all have been trained to habits of industry, economy and sobriety; many of them are members of the Christian church, and one or two preachers of the Gospel. They are expected to establish themselves under the superintendence of Dr. James Brown, on an eligible tract of land, called Blue Barre, (opposite the village of Greenville, at Sinou,) which is to bear the name of Louisiana in Liberia.

It is probable that several families not far from New Orleans, will, upon reflection, conclude to accompany those liberated by Mr. McDonogh to the banks of the Sinou, as the country of Blue Barre is recommended for the fertility of the soil, and for many other advantages.

Eighty of these people are from the State of Tennessee, more than twenty of them emancipated by generous masters, and assisted to some extent in the great work they have undertaken—and most of them well qualified from their knowledge of agriculture and the mechanic arts to open their way, and subdue the difficulties ever attendant on the Colonization of new countries.

Seventeen are from the State of Virginia, all, with one exception, receiving freedom at the hand or by the will of their late owners.

Fourteen (one having been added to their number after their arrival in Norfolk,) were liberated by the will of the late Thos. Blackledge, Esq. of South Carolina, who made provision, not merely to aid their removal to Liberia, but placed in their hands eight hundred dollars to enable them to commence a residence there, with the best prospects of happiness.

Ten were from North Carolina, emancipated by the will of the late Mr. Brown, of Murfreesboro, and a small amount left for their benefit.

Two enterprising families, comprising *fourteen* persons from the State of Illinois, having experienced severe trials, from the unkindness of the people among whom they had lived, came by the way of New Orleans, to Norfolk in order to embark for a land where they expect not merely nominal but real freedom. Another family of *four* persons, sold at a sacrifice their small property, and from the distant Territory of Iowa, had traveled by the inland route, and at a great expense, that they might obtain a passage in this vessel.

A pious family of *three* persons from the Osage mission station in the State of Missouri, came resolved, at all hazards, to bear the evidences of the love of God to the heathen, and that nothing should discourage them on their way.

A venerable colored minister of the Baptist church, from Alabama, goes out with his wife and three children, in the hope that his other children (for whom he has paid more than \$7,000) will yet follow him. These, with a family of six persons from Louisiana, and the superintendents of the company, Messrs. Harris and Brown, complete the number—234—of the expedition.

This expedition, whether regard be had to the character of the emigrants, the regions of country from which they come, the ties of kindred and affection, with which they are connected with extensive neighborhoods of the colored population of the South, the deep concern felt by many liberal and religious masters in the welfare of faithful servants, who have, with their consent and blessing, gone forth to liberty, to civilize a barbarous people and to prepare a home for thousands now in servitude, who are assuredly destined to follow them, is of special interest. All the political questions that occupy the public mind and agitate and distract the halls of our national legislature, are nothing, compared with those connected with the condition and prospects of our colored population, and of the African race. The African slave trade alone, tearing annually from their homes in Africa, and consigning to interminable bondage or to death, half a million of her inhabitants, is an evil vast and appalling enough to hang all the churches, and clothe all the clergy of Christendom in mourning, and occupy as an object of chief concern, all the powers of the civilized world until it be suppressed. And were it utterly destroyed, the intellectual and moral renovation of Africa would remain to be effected by the teaching of a people elevated by liberty and knowledge, animated by the spirit, and disciplined to the duties of practical Christianity. The descendants of Africa in the midst of us, instructed

in our arts and institutions, and taught the divine precepts of our holy religion, are especially qualified to lead forth their rude brethren from their haunts of superstition and dwellings of darkness, to see the light and worship at the feet of the Savior. Let us then encourage and assist them to build his temple in the wildernesses and deserts of Africa.

The spirit in which a benevolent gentleman in one of our Southern States gave freedom to a faithful servant with his family, may be seen in the following extract from a letter addressed to him, while on his way to Norfolk.

"Your letter of the 22d of April, was duly received, and I was of course gratified to learn, that although you had some difficulties, you had reached Lynchburg safely, and in so short a time. I trust you will be equally fortunate in your whole journey. You will be detained in Norfolk about four weeks, which may be unfortunate, but I hope you will improve your time. You must try and get something to do, and if you only support your family, it will be well. I hope you will be industrious and take care of what little you have. Let this be your rule, 'not to let a moment of your time go to waste, and not to spend a nine-pence when you can save it.' Economy is a Christian duty, and he that is profligate and wastes what he makes, has but doubtful evidence of his religion. But I am persuaded better things of you.

"In your emancipation I had two great objects. One was, that you and your family might enjoy all the rights and privileges of free persons, and this you will do, so soon as you reach the shores of Liberia and become acclimated—which may be three or four months. During this time you must be under the direction and control of physicians, &c. and I do hope you will be very careful as to what you eat, and how you expose yourselves.

"The other object was, that when you reach the land of your ancestors, you might be useful in a religious point of view. You carry with you the gospel which is the glad tidings of salvation, to be published to every creature. You will there find the heathen around you in every direction; and now if you can be instrumental in the salvation of one of their immortal souls, you and I will be fully paid for any sacrifice that we may have made. I hope you will feel more and more convinced that you should devote yourself more entirely to the Lord, and that you will do all the good you can. Particularly keep your eye upon your children and bring them up for the Lord. I hope you and Maria [his wife] will never forget the vows you entered into at their baptism. Tell them from me, that they must always be good, and speak the truth, keep the Lord's day holy, fear God and live honestly, and show the heathen, that they are from a Christian land."

We have alluded to an aged Baptist preacher, who, with his wife and three children, embarks in this vessel for the Colony. This good man placed in our hands a statement, signed by his former master and sundry other persons, declaring, that they had for many years personally known him, and that to those of his friends with whom he was most intimate, he had disclosed his commendable designs. "George P. Wright," they con-

tinue " was born a slave in the State of Virginia about the year 1776,—the property of Thos. Wright, who, when George was 18 or 20 years of age, removed to the State of South Carolina, and at the decease of said Wright, he became the property of Thos. Wright second son of the said deceased, and in the year 1818, said Thos. Wright, jr. sent George entrusted with others to a part of Mississippi (now Alabama) to make necessary preparations for a farm, which he did with all the prudence and economy anticipated by his owner; and as a reward for this act, and the faithful performance of duties as a slave for a series of years, said Thos. Wright, in the year 1835 had him and his wife Sarah made free by the State Legislature; since which time he has made use of every means of an honorable and honest course of conduct to procure the freedom of his children by purchasing the same for the purpose of leaving the Union for Liberia. His success seemed almost complete in the year 1837—but alas, the failures by a depreciated currency, not only brought him to a stand, but compelled him to exert all his powers and energy to keep from dropping into slavery, those of his children, that by his exertions, he had extricated. He has under his control ten children, five of which are bound to labor for \$4000, that is for the use of that amount, which would extricate them from all liabilities of his. And we cordially recommend him, as we believe, a truly pious man, one who has ministered in an enlightened community in holy things, for quite a number of years without one blemish or impeachment of character. He is well versed in the Scriptures, and all his children can read, and most of them write. We have no hesitation in saying, he would be of inestimable benefit to any people, where the providence of God may send him. The amount he has paid out for his children is \$7,850, while \$4,000 remains. Were it not for the depression of the pecuniary affairs of this country he would not call for assistance, but pursue the even tenor of his way hoping by the blessing of Providence to procure the means by his own exertions here; and we have no hesitation in saying, if the amount can be obtained as a loan, he would in as short a time as could be expected, make full compensation by paying every penny, as we believe he considers nothing his own while any claims exist against him."

We leave it to the judgment and sympathies of the humane, and especially of the religious communities in the midst of which the persons most interested reside, to adopt measures to release them from their difficulties, and afford them opportunity to enjoy the blessings which their Father has so earnestly sought to secure for them.

The impression made by the statements of Mr. Zion Harris, (who has resided twelve years in Liberia and its vicinity) during his visit to Tennessee and in Virginia on his way (with those who accompanied him) to Norfolk,

was very great. No doubt exists that some thousands are prepared to emigrate from these two States, were means for their removal provided.

It may not be known to all that Mr. Harris is the son-in-law of the Rev. George M. Erskine, a most respectable colored preacher of the Presbyterian Church, who emigrated from Tennessee to Liberia in 1829 with his wife and a portion of his children, leaving several others in slavery. When called to leave the world, a few months after his arrival, he said to Mr. Harris, "my son if you are ever able, I wish you to return to the United States, and bring if possible all my family to this country; and should you do this, it will make your father smile in his grave." Thirteen of the descendants and near relatives of this servant of God, return in the Mariposa with Mr. Harris, and more than twenty others are expected at some future day to follow them.

One man embarks in this expedition from the State of Illinois, (with his second wife purchased by himself, and six out of twelve children born since their marriage, six having died) leaving seventeen children (sixteen of them sons) by a former marriage in bondage, in the State of Mississippi.

It is time that the legislatures of our country should solemnly consider what is due to the cause of African Colonization.

The subject should weigh heavily upon the reason and conscience of the country. To the churches of the South, the providence and word of God speak emphatically of the necessity of earnest and lofty and united action in this enterprise. Towards this expedition, the citizens of Norfolk and Richmond contributed liberally, and the able efforts of the Rev. Mr. Cornelius in obtaining supplies of provisions and other necessary articles, were very successful. The thanks of the friends of the cause are especially due to Messrs. Soutter and Bell, agents of the Society, for their unremitting and generous attentions. Several religious services of much interest were held, just before their departure, with the emigrants. The following summary with which we conclude, is from a letter in the *Christian Advocate* of July 20th.

"A company so intelligent and promising have never, I think, at one and the same time, taken their departure for the Colony. Seventy-nine of them are from New Orleans, emancipated by John M'Donogh, Esq., who has for years been preparing them for liberty, and who has contributed generously of his means to aid their settlement in Africa. They are skilful mechanics, and agriculturists, familiar with the culture of the sugar cane, and the whole process of sugar-making.

"Others are from various and distant parts of the country; a very large proportion from Tennessee, sober, industrious farmers and artisans, with their families. In this company are persons from some eight or ten States and Territories. Several have sacrificed much of their little property, in order to settle their affairs, and arrive in time for the ship at Norfolk. Not a few have left near relations in slavery behind them. Some were favorite

servants, and receive their freedom as a reward for faithful services. A large number are pious, and a few preachers of the Gospel. Many have come long distances on foot or in wagons, over rough roads, with their wives and children; they have labored earnestly to support themselves during their detention at Norfolk, and they have borne all their trials with remarkable patience and cheerfulness. Not one has shrunk back from the great and arduous work before them. Even feeble women have shown an admirable moral courage; and all have sailed in faith and hope that a home will be theirs in Africa of perfect freedom, that they are to open the way for thousands to follow them, and that a great Christian commonwealth will grow up, under the care of Heaven, on the shore of that suffering and darkened land. The pilgrim fathers of New England were not more worthy of our respect than this band of emigrants. May the blessing and grace of the Almighty attend them. Let the prayers of all Christians be offered fervently and continually in their behalf. Some tears they shed as they bid farewell to our shores, but they are impelled by the noblest and holiest sentiments of our nature to go forward—the love of liberty, of their children, of their race. They will make themselves a great and glorious name, and be remembered by coming ages as among the benefactors of the world! O, that the American churches would feel how wide the door opened by Providence into the most miserable and barbarous quarter of the globe! The States and nation should awake to a sense of the moral greatness of this enterprise.”

DEPARTURE FOR AFRICA.—Some time in the year 1838, John McDonogh, Esq. of New Orleans, after some correspondence with the Hon. Walter Lowrie, sent two colored boys, Washington and David, to New York, to be educated under the superintendence of Mr. Lowrie, with a view to their future usefulness in Africa. They were about eighteen years of age. They were slaves; and at the time of their leaving New Orleans for New York, Mr. McDonogh gave them their freedom. These boys were placed at La Fayette College, Pa. where they have been hitherto under a course of instruction, Washington in English studies, and David in the regular college course. The principal expense of their education has, to the present time, been defrayed by Mr. McDonogh, their former master.

On the 10th of June last, Washington was summoned to New York to prepare for his immediate departure for Africa. The notice given him was very short. He had scarcely time to take leave of his friends. The two literary societies of the college were engaged that evening in their weekly exercises; but at the invitation of the President of the college, they took a short recess, and the members repaired to the college chapel, where prayer was offered, a hymn sung, and an address delivered appropriate to the occasion. It was a solemn and affecting scene. Washington had commended himself to the generous and warm attachments of the faculty and students by his amiable temper, honesty, and steady habits, and when he now came to take final leave of them for such a destination, he drew forth a unanimous and strong expression of kindness and respect.

He sailed from Philadelphia on the 15th of June. He goes to the country lately purchased from the Blue Barre tribe, lying between the

Sinou river and the Kroo country, in the immediate neighborhood of the Presbyterian mission at Settra Kroo. On his arrival he will commence a school under the care of the mission. He is followed by the earnest good wishes and prayers of all who knew him at the college. His departure was the occasion of awakening in the students of the institution a lively interest in the condition and prospects of the African race.

David will remain at college some time longer. In addition to his course of classical study he is giving some attention to medicine, under the instruction of Dr. Abernethy of Easton, in the hope of being useful among the colonists and natives of Africa as a physician.

Mr. McDonogh has long entertained the generous purpose of sending a large number of his slaves to Africa; and has at length been enabled to accomplish his praiseworthy design. On the 9th of June, the ship *Mariposa*, chartered, as we understand, by the American Colonization Society, cleared at New Orleans, having on board about one hundred emigrants, eighty-one* of whom formed a part of the family of Mr. McDonogh. Among them were the mother, two brothers, two sisters and other relatives of Washington. They are a respectable class of emigrants, all sober and industrious, some of them ardently pious; all of them can read, and several can write. Mr. McDonogh defrays the entire expense of their removal, and provides amply for their comfortable settlement in Africa.† They go to the same country to which Washington is destined, where they are expected to arrive in a few weeks after him. I have seen it publicly stated that the country where these emigrants are to settle is to be called Louisiana, and the town McDonogh. The names will be associated in the memory of a grateful and happy people, with a worthy deed.

We earnestly entreat all the friends of the African race to consider whether the spirit which has freed these slaves, educated them, and provided for their comfortable settlement in a land to which they desire to go, will not, if it may prevail, under the direction of a wise and merciful Providence, do the best that can be done for all who are oppressed with the miseries of slavery in our country.—J.

The *Mariposa* touched at Norfolk on her passage, and sailed again from that port on Thursday, 7th inst. for Liberia. Besides those servants of Mr. McDonogh, there are many from Tennessee, South Carolina, North Carolina, Virginia, Louisiana, and the territory of Iowa, who, from their training and character, promise to be a valuable acquisition to the little republic of Liberia. They are accompanied by Dr. James Brown (a colored physician of Liberia,) and Mr. Zion Harris, who are to superintend these emigrants on their voyage, and some months after their arrival. The Colonization Society have done every thing possible for their health and comfort. Capt. Shute, the master of the *Mariposa*, is an able seaman, and has visited the African coast many times. We learn from a card in the Norfolk papers that the citizens of that place contributed generously, both in money and goods, to render the condition of the emigrants as comfortable as possible. It is added that a more interesting company of emigrants never before left these shores for Africa.—*Presbyterian*.

*Seventy nine.

†This is an error, although Mr. McDonogh does much for these people and has contributed very liberally to the Society.

HON. SAMUEL L. SOUTHARD.

WE copy the following from the Newark Daily Advertiser. The death of Mr. Southard, long one of the distinguished friends, and Vice Presidents of the American Colonization Society, is a cause of deep pain to the patriot and philanthropist. To his ready and earnest measures for the benefit of the small and feeble settlements of the Colony, while Secretary of the Navy, and to his frequent and eloquent speeches in behalf of the Society since, has the enterprise been greatly indebted for its present hope and prosperity. The holy and distinguished lessons impressed upon the youthful heart of Mr. Southard by his ever revered teacher, Dr. Finley were never effaced from it, but he frequently spoke of them with heartfelt sensibility. Long will the memory of both be cherished by the friends of our country and the African race.

THE ANNUAL MEETING of the NEWARK AUXILIARY COLONIZATION SOCIETY was held last evening in the 1st Presbyterian Church of this city. The exercises of the evening having been introduced by an invocation of the divine blessing by the Rev. Mr. Eddy, Judge Halsey, in a suitable and feeling manner, called the attention of the meeting to the serious loss the Society had sustained in the death of Mr. SOUTHARD, its advocate and friend, and the President of the State Society; and, on motion of Judge Halsey, resolutions expressive of the grief and sympathy of the Society were unanimously adopted. The claims of the cause of Colonization were then advocated by Hon. Benjamin F. Butler, of N. Y., in a clear and convincing address. He called upon the Patriot to support the cause, and thus furnish to the colored man a home to which he would rejoice to return. He called on the philanthropist, the Christian, and especially the American Christian, as they desired the civilization of the barbarian, the Christianizing of the heathen, and the annihilation of the slave trade, to cherish and nurture this Society.

Mr. Eddy, after a few brief remarks, evincing a just appreciation of the importance of the enterprise, introduced a resolution expressing the thanks of the Society to Mr. Butler for his aid in the cause, and also a resolution requesting the clergy of the several congregations of the place to make collections in behalf of the American Colonization Society, as soon as convenient: which resolutions having been adopted, the Society proceeded to the election of its officers for the coming year, WM. RANKIN, Esq. was elected President, and WM. G. LORD, Secretary. The other officers were generally re-elected, and a number of delegates were appointed to attend the State Society in November next.

We have not room to-day to insert the feeling tribute paid by Mr. Halsey to the memory of Mr. Southard. The connection between Mr. S. and Mr. Finley, their mutual confidence, and their co-operation in behalf of the Colonization enterprise, were recalled by the speaker with emotions of interest.

The following is a copy of the resolutions offered by Mr. Halsey:

Resolved, That the members of this association, as well as the people of color of the United States, have special cause deeply to lament the death of Samuel L. Southard, President of the New Jersey Colonization Society, their honored associate and friend,

who in his life bore a noble part in the cause of colonization, and has left, in his example, a rich legacy to the enterprise.

Resolved, That in accordance with the recommendation of the Executive Committee of the State Society, the members of this Society will wear the usual badge of mourning for the space of thirty days.

Resolved, That a copy of these resolutions, signed by the President and Secretary, be transmitted to the family of the deceased, with the condolence of the Society; and that they, also, be published in the Newark Daily Advertiser, New Jersey Eagle, and such other papers of this State as feel disposed to unite with us in paying this tribute of respect to the memory of our distinguished fellow citizen.

THE SLAVE TRADE.

The following startling account of the extent to which the slave trade is still prosecuted, is from the New Bedford Mercury :

Capt. Borden, of the whale ship Sally Ann, who arrived at this port on Saturday last from St. Helena, has furnished us with a list, carefully compiled by a friend at that place, of the slave vessels and number of slavers captured by H. B. M. vessels of war on the west coast of Africa, and taken to the Island of St. Helena for adjudication, and condemned at that place during the period from July 3, 1840, to May 6, 1842. It cannot but excite surprise and indignation among our readers to learn the great extent to which this nefarious practice is still carried on. The list before us includes thirty-two vessels, having on board at the time of their capture no less than *five thousand one hundred and thirty-nine slaves*. Of these, 1736 have died; 1332 have been conveyed to the Cape of Good Hope, 542 to Demarara, 120 to Jamaica, 201 to Trinidad; 198 have been apprenticed at St. Helena, 1010 remain to be sent in accordance with their own choice, to the British colonies. Of the 34 slavers, 28 were captured under Portuguese colors, 2 Brazilian, 1 Monte Video, and 3 English. Among the latter is the brig Cypher, formerly of Salem, Massachusetts.

The number of vessels successfully engaged in the traffic in slaves must be, of course, far greater than the number of captures. The unfortunate Africans who thus fall into the hands of these inhuman monsters, are found crowded together in a most deplorable condition. Such of them as have the good fortune to be recaptured are landed at St. Helena, where they are placed in suitable depots provided for their reception by the British Government, and humanely provided for: or in case of disease existing among them, those infected are placed on board of a roomy vessel lying at anchor at the leeward of the principal anchorage, and placed under proper medical treatment. Those who may choose to go to service as laborers on the island, are permitted to do so for a term of from three to seven years, under the approbation of the Collector of the Customs, with all the rights and immunities of British subjects. Our correspondent says :

“ These captures are made, and the negroes declared free, in virtue of a late order in Council of Her Britanic Majesty. But it must be very questionable whether the present mode of disposing of these people is a strictly just one. No doubt Great Britain means well. Would it not be a more consistent plan to restore these poor wretches to their own native homes, to burn the vessels they are found in, then to put on shore in Africa those piratical villians who would thus entrap and enslave them ?

Hence would the liberated African *in name*, be liberated *in reality*, a just retribution would fall on the heads of his enemies, who would now in turn be in the negro's power, and Great Britain would be saved the enormous expense of thus maintaining them.

"At present the captains, officers and crews, are permitted to go at large, and until they can find ships to take them from St. Helena, are allowed by Government 84 cents per diem. Instead of this, would it not accord more with strict justice to award corporeal punishment and seven years confinement with hard labor at the public works, to these monsters of iniquity? If this was done, it is presumed it would have a salutary effect in preventing such diabolical and fiendish proceedings being repeated. One of these brutal captains has been taken three times in different vessels."

A FEW days since we had the pleasure of an interview with Lieutenant Seagram, of Her Britannic Majesty's brig *Termagant*; and we could not do otherwise than agree and sympathize with Lieutenant Seagram, in his (in this instance) righteous indignation against all aiders and abettors of the slave trade on the coast of Africa. Even Hope seemed to have fled and Despair taken fast hold on the commander of the *Termagant*. He more than intimated that the contest is too unequal if all the world goes against the British, or even refuses to co-operate actively with them in their laudable efforts to suppress the slave trade. Lieutenant Seagram has been on this station for several years, and has exerted himself unceasingly in carrying out his instruction. In his strong zeal he has, most praiseworthy perilled his life repeatedly to further the honest intention of his government, and yet he finds that all the vigilance and labors of himself and numerous co-adjutors are likely to prove abortive! He informed us that H. B. M. frigate *Madagascar*, Captain Foote commanding, had lately fallen in with and captured a slave vessel a short distance south of Sierra Leone! This slaver had defended herself a day or two before against the boats of H. B. M. brig *Bonetta*, and killed two of the latter vessel's men in the skirmish. At Gallinas, too, the traffic in buying and selling slaves is prosecuted about as vigorously now as on former occasions.

Lieutenant Seagram had just abandoned a slave mart, which is a little below Bassa Cove. At that place, (New Cess,) a Spanish or French slaver has lately established himself some distance up the river. Lieutenant S. temporarily blockaded the egress and ingress to the ocean, and interdicted all intercourse and landing of goods from English merchantmen hoping thereby to starve out his friend, the slaver. In this attempt he was soon frustrated, and he found himself powerless when a French merchantman arrived and insisted on selling and landing goods to the slaver or factor at that place. The second act in the same scene was the arrival of an American vessel, direct from New York, and laden with goods which were consigned to the super-cargo at New Cess! This ended the matter of prohibiting the landing of goods, and Lieutenant Seagram in disgust withdrew for a little space, hoping to surprise some of these gentry, when they or their accomplices, shall be about to depart this coast with more than a fair proportion of *hands* on board.—*Africa's Luminary*,

THE AFRICAN SLAVE TRADE.—The London Anti Slavery Reporter, of the 20th of April 1842, says, “we have received the following list of vessels which sailed from Rio de Janeiro during the last year on slave voyages to the coast of Africa. The greater portion of them, it will be seen, yes, 9 out of 17, sailed under the flag of the United States.”

Vessels which sailed for Africa from Rio de Janeiro in 1841.

Date.	Nation.	Class.	Name.	Tons.
January 27,	American,	Brig,	Pilgrim,	205,
February 6,	Portuguese,	“	Conceirada Maria,	190,
“ 20,	American,	“	Sophia,	294,
“ 23,	Hamburgese,	Barque,	Louise,	363,
April 3,	American,	Schooner,	Solon,	168,
“ 6,	Portuguese,	Brig,	Africano,	218,
“ 17,	American,	“	Himmoles,	246,
May 14,	“	“	Wm. Jones,	221,
July 22,	Portuguese,	“	Conceirada Maria,	190,
October	“	“	Duarte,	377,
“ 9,	American,	“	Gadrafilia,	212,
“ 30,	Brazilian,	“	Fermeza,	145,
November 10,	“	“	Virtiosa Maria Aldina	132,
“ 13,	American,	“	Rodbury,	240,
December 16,	“	“	Genl. Pinckney,	209,
“ 10,	Brazilian,	Schooner,	Espantador,	57,
“ 30,	American,	Brig,	Odessa,	222,

From the London Christian Examiner, of June 1842, we select the following paragraph concerning the slave trade at Brazil.

“THE SLAVE TRADE IN BRAZIL.—The following notices of slave trade and slavery in Brazil, I have drawn from very recent numbers of the public journals of that country, and from my own observations during three years in which I was engaged as an officer in the squadron employed in the suppression of the trade on that coast.

PACKING OF SLAVES.

“On the 29th August, 1840, the *Wizzard* captured the Portuguese slaver, *Paquete de Benguela*, and brought her into the port of Rio de Janeiro. This vessel was only 70 tons register, and had embarked 306 human beings! I visited her immediately on her arrival and took her dimensions, which I give below:—

Principal Hold.

Length.....	26ft. in.	} In this place were stowed	62 men
Breadth.....	17 0		113 boys
Height.....	2 7		64 girls

Women's Hold.

Length.....	8ft. 2in.	} Here were crammed	54 women
Breadth.....	15 8		13 infants
Height.....	2 4		

Total 306

“These wretched beings had nothing but a bullock's hide between them and the farina (the meal of the mandioca) which they were to consume, and had been twenty-six days out when captured. Their condition was most deplorable; it is indeed difficult to conceive anything more truly wretched than the appearance they presented,—wan and miserable.

MORTALITY ON VOYAGE.

“The *Dous Fevereiro* was captured by the *Fawn* on the 19th of February, 1841. This vessel left Benguela with 510 negroes, and at the time of her capture, eighteen days after, she had but 375! This is one out of every 7·9 of the cargo. Ophthalmia and small pox were raging horribly amongst this festering mass of human beings.

“I give only the above incidents of slave-trade in order not to overload your columns, but I would remind your readers that these things are going on at the present moment, by the connivance of the highest authorities in Brazil. Only a few weeks since, the minister of *grace and justice*, save the mark! left his official duties to convey 50 negroes to his estate some distance in the interior. The effect of our cruisers on the coast is, without diminishing its aggregate amount, to increase the sufferings of the

victims of the slave-trade, by making it the interest of the trader to pack his cargo in sharp American clippers, coolly calculating that if he can run one cargo he can afford to lose several, the profit being so enormous. I have known slaves which were bought in Africa for 5*l.*, sold on landing for, 50*l.*, which making allowances for mortality, expenses of vessel, &c., will leave a profit of at least 300 per cent. That our squadron does not suppress the trade is quite clear. I am fully persuaded that during the time I was employed in the service not one slave in thirty was captured, and the amount of the trade was variously computed at from 100,000 to 130,000 per annum. If we drove the trade from Rio, it was found at Bahia, Pernambuco, Maranh, Para, or some of the vast number of convenient ports, extending along more than 2,000 miles of coast. It would be much better for humanity's sake if we were to withdraw our vessels forthwith, and a great saving to this country both of men and money. The mortality amongst our seamen, especially on the coast of Africa, is very great, and the expenditure in keeping up the squadron, at least half a million annually."

SLAVE TRADE.—The *Univers* states, that, notwithstanding the severe penalties enacted by the authorities of Porto Rico and Cuba against persons engaged in the slave trade, that infamous traffic was still publicly carried on in those islands. "The person who writes these lines," says that Journal, "saw in the month of August, 1841, two schooners fitting out at San Juan for the coast of Africa. He also beheld at Havana, a few months later, five negro ships armed with guns, which had just landed a considerable number of slaves. The wretches interested in the trade give large bribes to the public functionaries of the districts in which they land the Africans. Finally, in the small island of Bieque, contiguous to Porto Rico, the Governor, a former planter of Guadeloupe, receives the slave ships, and encourages by every means in his power that abominable traffic in human flesh."—*Times*.

THE SLAVE-TRADE.—We published yesterday (says the Philadelphia U. S. Gazette) an extract from a New Bedford paper, containing an account of vessels seized as connected with the slave trade. It is a most appalling account; but what is remarkable is, that of the thirty-four vessels captured, twenty-eight were under the Portuguese flag, two Brazilian and three *English*. Now, Portugal is almost a colony of Great Britain, and while the latter is making treaties to include the United States, and arguing from the frequency of the American flag being used in the traffic, we find more than four-sevenths of the captured vessels belonging to this *protegé* of Great Britain. We rejoice that of all thus mentioned, not one disgraced the stars and stripes of our country.

AFRICAN MISSION.—Mr. Nagle, the first officer and supercargo of the *Adario* to New York, speaks in the highest terms of the American missionary establishments on the Western coast of Africa. He says the missionaries are in favor with all the kings along the coast, and that their efforts in establishing schools and churches have been crowned with eminent success.—*Presbyterian*.

SLAVERY IN DELAWARE.

Slavery in the United States, as it is altogether probable, will cease by *piecemeal*. One portion after another will rid itself of the evil. The pressure from Pennsylvania and Ohio is strong and irresistible. The hardy free laborers of those States are gradually driving it towards the low lands of the South. *Delaware*, is substantially a free State, so that if the South wish to retain their equality in the Senate of the United States, they must look after this small but gallant commonwealth. The two classes of population, according to the several enumerations of inhabitants were as follows:

	<i>Free</i>	<i>Slaves.</i>
1790,	50,207	8,887
1800,	53,120	6,153
1810,	68,497	4,177
1820,	68,230	4,509
1830,	73,434	3,305
1840,	75,480	2,605

Thus the State has but little more than one-fourth of the slaves which it had in 1790, while the free population has increased 25,000. The diminution of slaves in the last ten years is 700. In 1850, the number of slaves will not probably be more than 1500 or 1600. The people of the State are paying more and more attention to trades and manufactures, in connection with which slavery has never flourished.—*Boston Recorder*.

AFRICAN CIVILIZATION AND MANUFACTURES.

In the middle of the river Niger, some thousand or more miles from its mouth, opposite the city of Rabba, from which it is separated by a channel two miles wide, lies the island of Zagoshi, not inaptly termed the *Manchester* of Africa. It is 15 miles long and three broad, and half under water during the floods of the river, but covered with an immense population, ingenious, active, and exhibiting the germs of great excellence of character. Say the Landers:

They have liberty stamped on their features, and lightness and activity are observable in all their actions. The generality of the people are well-behaved; hospitable and obliging to strangers; dwell in amity with their neighbors, and in unity, peace, and social intercourse with each other; they are made bold by freedom, affluent by industry and frugality, healthy by exercise and labor, and happy from a combination of all these blessings. They are fond of aquatic occupation, even to a passion, and carry them to excess: all the trade by water in these parts is in their hands, and they are proprietors of the ferry to and from Rabba, which is a source of considerable emolument. The cloth which they manufacture, in common with their countrymen, and the robes and trousers which they make, are most excellent, and would not disgrace an European manufactory. We have also seen a variety of caps, worn solely by females, and made of cotton interwoven with silk, of exquisite workmanship. In our walks we see groups of people employed in spinning cotton and silk; others in making wooden bowls and dishes, mats of various patterns, shoes, sandals, cotton dresses, and caps; others busily occupied in fashioning brass and iron stirrups, bits for bridles, hoes, chains, fetters, &c., and others again employed in making saddles and horse accoutrements. These various articles, which are intended for the Rabba market, evince considerable taste and ingenuity in their execution.

The secret spring of all this spirited industry lies in their possession of that which alone is wanted in Africa to convert every town into a Zagoshi—*security*! The peculiarity of their situation frees them from all risk of invasion, and they obey no commands but those of their lawful sovereign, the “king of the Dark Water.”—*Day Spring*.

WE trust the clergy and churches who have omitted to take up collections for the Colonization Society, will recollect that it is not too late for efforts to relieve its necessities. The expenses (some eight thousand dollars) incurred in the outfit of the expedition by the Mariposa, are still in great part to be defrayed. It is our duty to make distinctly and emphatically known the condition of our Treasury, and leave it to the friends of Africa to decide what it may be proper for them to do for the benefit of her children, and for the diffusion of civilization and Christianity throughout her wide spread regions of superstition, crime and misery.

CONTRIBUTIONS to, and receipts by, the American Colonization Society, from the 24th June, to 26th July, 1842.

NEW HAMPSHIRE.

Hanover, Bequest of the late Ebenezer Adams, deceased, per Ira Young, Ex.	200 00
Henniker, Abel Conner's, second donation of \$5, per Rev. R. Porter,	5 00 205 00

MASSACHUSETTS.

Collections by Rev. R. Porter:	
New Bedford, David R. Green,	10 00

<i>North Marlborough</i> , Rev. James Allen,	-	-	-	-	2 00
<i>Marlborough</i> , Rev. William Morse,	-	-	-	-	1 00
<i>Concord</i> , In part to constitute the Rev. B. Frost a life member by his Congregation,	-	-	-	-	33 00
<i>Andover</i> , To constitute the Rev. Leonard Woods, D. D. a life member Rev. Lyman Colman, \$4, B. B. Edwards, \$5, Prof. Moses Steuart, \$5, Ralph Emerson, \$5, Rev. S. H. Taylor, \$5, T. D. Stone, \$5, Theological Students, \$19, Mr. L. Wheeland, \$4,	-	-	-	-	52 00 98 00-

CONNECTICUT.

<i>Fairfield</i> , Mrs. Elizabeth Sherman, to constitute Mr. L. Sandford Atwater a life member,	-	-	-	-	30 00 30 00
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NEW YORK.

<i>Albany</i> , A. McIntyre's annual donation,	-	-	-	-	125 00
<i>Clifton Park, Saratoga County</i> , Per Rev. J. K. Davis, Nathaniel Gamsey to constitute his son a life member, \$25, by his son Levi to complete his own membership, \$5,	-	-	-	-	30 00
<i>Rexford Flats</i> , Mr. R. Kennedy, \$10,	-	-	-	-	10 00 165 00

NEW-JERSEY.

<i>Belvidere</i> , Dr. George Green, annual subscription, per Hon. J. P. B. Maxwell, \$10,	-	-	-	-	10 00
<i>Princeton</i> , Annual collection of the Presbyterian Church, per James McLane, Esq., Treas. \$30, Mr. Stephen Alexander annual subscription, \$5,	-	-	-	-	35 00
<i>Fairfield</i> , Amount collected of the Congregational Church, per Rev. Ethan Osborne, \$13,	-	-	-	-	13 00 58 00

DISTRICT OF COLUMBIA.

<i>Alexandria</i> , Annual collection of the first Presbyterian Church, per Rev. E. Harrison, \$42.70c., annual collection St. Paul's, per Rev. J. T. Johnson, Rec. \$14,	-	-	-	-	56 70
<i>Washington</i> , Rev. R. R. Gurley, \$25, Mr. Whiting, per R. B. Reil, \$1, D. Campbell, Esq., \$6.50, by a few ladies, per Mrs. Custis, \$8, William Stetinius, Esq., \$10,	-	-	-	-	50 50
<i>Georgetown</i> , Mrs. Foxall, by the hand of Mrs. Gurley, \$20,	-	-	-	-	20 00 127 20

VIRGINIA.

<i>Parkersburg</i> , Annual collection, per Rev. Festus Hanks, \$10,	-	-	-	-	10 00
<i>Winchester, Fauquier County</i> , Robt. E. Peyton, Esq., \$10, Annual collection in the Presbyterian Church, per Rev. Andrew H. H. Boyd, \$10,	-	-	-	-	20 00
<i>Fredericksburg</i> , Annual collection in the Episcopal Church, per Rev. E. C. McGuire, \$20,	-	-	-	-	20 00
<i>Warrenton</i> , Annual collection in St. James Church, per Rev. George Lemmon, \$10,	-	-	-	-	10 00
Collections by L. T. Walker, agent:	-	-	-	-	
<i>Abingdon</i> ,	-	-	-	-	15 52
<i>Liberty</i> ,	-	-	-	-	1 50 77 02

NORTH CAROLINA.

Collections by Rev. James Higgins:					
<i>Raleigh</i> , Judge Cameron, \$3, cash, 50c., W. R. Gales, \$3, G. T. Cooke, \$1, T. Loring, \$2, W. C. Tucker, \$3, Jno. Primrose, \$1, W. Peck, \$5, Mrs. Devereux, \$5, B. Smith, \$1,	-	-	-	-	24 50
<i>Randolph</i> , Jesse Harper, \$20,	-	-	-	-	20 00
<i>Salem, Stoke's County</i> , Dr. Sherman, \$10, Bishop Venvlick, \$5, Rev. H. A. Shultz, \$3, Rev. T. Shultz, \$10, Rev. Jacobson, \$5,	-	-	-	-	33 00
<i>Greensborough, Guilford County</i> , Collection Methodist E. Church, \$2.87½, Presbyterian Church, \$5.50, by two colored members, 44c., P. Gritter, \$2,	-	-	-	-	10 81
<i>Deep River Meeting House</i> , By different members, \$12,	-	-	-	-	12 00
<i>Jamestown</i> , Collection Methodist Episcopal Church, \$3.25,	-	-	-	-	3 25 103 56

TENNESSEE.

Collections by L. T. Walker agent :

Madisonville, Collections,	-	-	-	-	-	4 00
Nashville, " "	-	-	-	-	-	2 00
Famington, " "	-	-	-	-	-	4 00
Fayetteville, " "	-	-	-	-	-	2 50
Murfreesborough " "	-	-	-	-	-	7 50
Jamesborough, " "	-	-	-	-	-	24 00
Greenville, " "	-	-	-	-	-	49 00
New Market, " "	-	-	-	-	-	14 70
Rogersville, Mr. McKenney, \$5,	-	-	-	-	-	5 00 112 70

KENTUCKY.

Lexington, Annual collection in Christ Church, per Rev. Ed. F.	-	-	-	-	-	14 00 14 00
Berkley, \$14,	-	-	-	-	-	

OHIO.

Columbus, By the ladies to constitute the Rev. J. Hoge a life member,	-	-	-	-	-	30 00
\$30,	-	-	-	-	-	
Walnut Hills, S. D. Kemper, Esq., \$2,	-	-	-	-	-	2 00 32 00

VIRGINIA.

Collections by Rev. W. McLain :

Wheeling. John List, \$40, balance of subscription of \$100, Daniel Lamb, S. Brady, and T. Laidley, each, \$5, Jacob Hornbrook, Thomas Hornbrook, and Virginia paper mill (in paper) each \$5, D. Lamb, (in paper) \$15, E. H. Fitzhugh, \$2, M. Wilson, \$3, H. D. Brown, \$2, John Fisher, \$2,	-	-	-	-	-	94 00 94 00
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KENTUCKY.

Louisville, C. W. Short, M. D. \$50, Joshua B. Bowles, J. S. Morris, and W. Richardson, each, \$10, the Galt House, and Rev. D. C. Banks, each, \$5, from the ladies' Auxiliary Colonization Society, \$130, collection in St. Paul's Church, per Rev. W. Jackson, \$35,	-	-	-	-	-	255 00
Jefferson County, St. Matthews Church, Rev. Mr. Page, \$16, S. E. Wright, administrator of the Rev. Rice McCoy, deceased, a bequest, \$32, L. Young, Executor of Lee White, deceased, being the balance due from his estate, \$83.96c.,	-	-	-	-	-	131 96 131 96

MISSISSIPPI.

Claiborne County, Collections in Bethel Church, Rev. J. T. Russel, \$96,	-	-	-	-	-	96 00 96 00
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LOUISIANA.

New Orleans, Rev. W. S. Wheaton, D. D. and F. Hatch, each, \$25, D. P. Ruff, \$10,	-	-	-	-	-	60 00 60 00
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MISSOURI.

From the Missouri State Colonization Society, per Charles C. Whitteley, Treas. towards defraying the expenses of Richard Flournoy, and family, who sailed in the Mariposa, \$112,	-	-	-	-	-	112 00 112 00
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FOR REPOSITORY.

MAINE.—Wartford, S. Ripley, for '42, \$2,	-	-	-	-	-	2 00
NEW HAMPSHIRE.—Meriden, Mills Olcott, for '42, \$1.50	-	-	-	-	-	1 50
OHIO.—Beverly, John Dodge, for '42, \$4,	-	-	-	-	-	4 00

For Repository,	7 50
Total Contributions,	1,741 44

Total,	1,748 94
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